

**IN THE CLAIMS:**

Please cancel claims 1-15 without prejudice or disclaimer.

Please add new claims 16-21 as follows:

16. (New) A method of compensating for atmospheric pressure variations occasioned by changes in altitude of a powered land vehicle having a turbocharger, said method comprising the steps of:

- (a) compress air with a supercharger to create boost air;
- (b) supply the boost air to the turbocharger through a turbocharger inlet to create a level of air pressure at the inlet;
- (c) vary the boost air supplied to the turbocharger in response to the atmospheric pressure variations occasioned by changes in altitude of the powered land vehicle so that the level of air pressure at the turbocharger inlet remains substantially constant.

17. (New) The method as claimed in claim 16,  
step (c) including the steps of communicating a supercharger inlet with a valve and controlling the valve to vary the boost air supplied to the turbocharger.

18. (New) The method as claimed in claim 17,  
step (c) further including the steps of sensing the level of air pressure at the turbocharger inlet and progressively opening or closing the valve in response to the level of air pressure sensed to thereby vary the air supplied to the supercharger inlet.

19. (New) The method as claimed in claim 17,  
step (c) further including the steps of placing a valve body upstream of the supercharger inlet and shifting the body into and out of an open position wherein airflow to the supercharger inlet is substantially unrestricted by the body.

20. (New) The method as claimed in claim 19,  
step (c) further including the steps of sensing the level of air pressure at the turbocharger inlet and shifting the valve body out of the open position to thereby progressively restrict the air supply to the supercharger inlet in response to the level of air pressure sensed.

21. (New) The method as claimed in claim 19,  
step (c) further including the step of yieldably biasing the valve body into the open position.